## RAILWAY BILL NOW BEFORE CONGRESS

Memorial Bridge Discussed by Members of the Organization.

MISCELLANEOUS BUSINESS

neeting of the board held since the election of Mr. John Joy Edson as president

the property and rights asked for by the company exceeds in value the cost of the charges and damages, and therefore was apposed to having these charges placed on the general government and the District.

voice.

After President Edson rapped for order,
the minutes of the last meeting were read
by the secretary, Mr. George H. Harries,

#### A special report from the committee or

the chairman. He prefaced the reading of

inferences with the Commissioners and after a succession of hopes and doubts and fears, the committee on railroads at length comes before this board with a definite proposition upon which the committee is manimous. It is unnecessary to here rehearse the efforts of this committee and of the board of trade in behalf of local railroad betterments. Most of you are familiar with the many features of the long struggle and all of you, I imagine, will be pleased to know that there is at length some semblance of an agreement as to what may be done.

"For a long while we framed plans and endeavored to secure their adoption; then the District Commissioners did the planning, but both of us failed to bring about the desired end.

"The most successful mathed here hear

The report was as follows:
"To the Washington Board of Trade: "The pendency of Senate bill No. 1929 providing for the abolishing of the local grade crossings of the Baltimore and Poto mac railroad, and for other changes in mae railroad, and for other changes in the present status of that railroad in the District of Columbia, seems of such public importance that the committee on bridges of your board have given special attention to so much of it as concerns the construc-tion of a proposed bridge or bridges across the Potomae river at or near the site of the present Long bridge. So much of this bill as concerns the proposed changes of grade and construction in the tracks and con-cerns further the proposed occupation of a substantial pertion of the reclaimed Poto-mae thats, has received and will doubtless continue to receive the careful attention mae flats, has received and will doubtless centinue to receive the careful attention of your committee on railroads and of your committee on public parks. Your committee on bridges therefore limits its report strictly to so much of said measure as comes within its functions.
"At the outset it is a gratifying thing that in this centennial year of the establishment of the District of Columbia as a territory peculiarity national and of the districtions.

of Washington as a national capital, the people of the United States in general and our own citizens in particular have every reason to expect the authorization and the beginning of the construction of the memo-rial bridge.

### The Patriotic Idea.

"So much has been said as to the patriotic idea which is to find its beautiful material expression in this structure, and the country generally is so impressed with the appropriateness and truth of this idea that it would be tedious perhaps to develop it here again. But your committee must add that it seems peculiarly appropriate that the accomplishment of our ardent hopes in the accomplishment of our ardent hopes in this direction should come at this time. For more than a century the different sections of this country have never been so completely united as now, and when this magnificent and patriotic structure erected by the living as a solemn memorial to the devotion and heroism of our nation's dead shall have joined together the north and the south banks of the Potomac there will be a fitting material expression of a great truth.

The Long bridge received careful atten-

Dying Man Grasps at a Straw.manity to give testimony. For years I had smothering spells, pains in my left side and swelled anales. When I took the first dose of Dr. Agnew's Heart Cure my friends thought I was dying; It gave me almost instant relief, and six bettles entirely cured me."—Mrs. F. L. Lumsden, Scranton, Pa. Sold by F. S. WILLIAMS, 9th and F sts.; 2DMONDS & WILLIAMS, 3d and Pa. ave. 71

GRADE CROSSINGS had been prepared by Colonel Hains of the engineer corps, U. S. A., of which pian detailed drawings have been kindly furnished to your committee by Mr. Church, who is still one of its valued members.

report upon a technical discussion as to reasonable time limit—not to exceed one year from the passage of the bill—be fixed within which the railroad should begin condemnation proceedings in cases where provision is made for the acquisition of property by this method. This would be only deed, would your committee feel competent o such discussion. What is designed is to call the attention of the board by this re-port to what the pending bill proposes to accomplish for the same railroad company. accomplish for the same railroad company. This bill proposes the construction of two bridges near the site of the present Long simple justice to the present owners of th

For a Single Bridge. "For all these reasons the majority of

railroad. There would seem to be no great technical difficulty in so constructing a

objects, if such should be determined on, should be borne entirely by the railroad

cempany.

"With respect to the grade of the bridge and of the approaches thereto nothing in detail can be said about that until it is determined whether there are to be one or two bridges, and if one whether the passenger 'bridge shall constitute a second story, as it were, of the one structure; the railroad occupying the lower part.

"We understand, however, that the problem of grade and of the approaches to the bridge would not present any very serious

obstacle in either case.
"We congratulate the board of trade that

the following communication from the "That the association recommend to the committees of Congress that additional

ble prospect of legislation to secure the

erection of a memorial bridge, a project

the consummation of which, he said, had

long been desired by the citizens of the

long been desired by the citizens of the District. He said there seemed to be no doubt that next fall the corner stone of the bridge would be laid. He went on to say, in regard to this project, as well as others needed in the development of the city, that when the members of Congress realized fails the fact that this

realized fully the fact that this city rep-resented the grandeur and greatness of

vincial spirit would disappear.

The report was adopted.

A resolution was offered by Mr. Frank
Hume and adopted, to the effect that the
committee on bridge and the officers of
the beard be requested to take such action
as will be most likely to make effective the
report of the committee.

Report on Railroads. The report of the committee on railroad

was presented to Mr. Frank Hume, the

chairman, who prefaced the reading with

some remarks of a congratulatory charac-

ter in regard to the prospects of something

being done to correct the evils which af-

flict the city, owing to the existence with-

in its limits of grade crossings.

The report, which was read by the secre-

"Senate bill No. 1929, providing for the abolishing of the local grade crossings of the Baltimore and Potomae railroad, and for other changes in the present status of that railroad in the District of Columbia, having been referred to the board of trade by the District Commissioners, your committee on railroads has given careful consideration to the measure and now submits to you its conclusions.

"That it is most important that relief should be speedily obtained from the present conditions attaching to the occupancy by this railroad of public streets and grounds, the inadequate terminal facilities and the disgraceful Long bridge conditions cannot be questioned, and we think it equally true that the citizens of Washington are desirous that Congress should meet the railroad in a friendly and liberal spirit

the railroad in a friendly and liberal spirit

fully recognizing the great benefit inuring

to the city through an abstement of the present cylis and through the perfecting

present evils and through the perfecting and modernizing of its railroad facilities. The first important feature of the bill is the permission to use for railroad purposes the larger portion of Armory Square and a smaller portion of Gartield Park.

smaller portion of Gartield Park.

"The opposition of the board of trade to the occupancy of public parks for railroad purposes has been clearly and frequently defined, is well understood and has undergone no change. Should Congress, however, decide to confirm and extend the park possessions of the railroad company the board of trade will then have to deal only with the engineering features of the project, and these—as set forth by the engineer department of the District government-your committee approves and recommends. The engineering plans reflect great credit on the Commissioners and the railroad authorities; all the responsible parties should be comparatulated on the satisfactors.

thorities; all the responsible parties should be congratulated on the satisfactory solu-tion of a most harassing problem.

Provisions of the Bill. "Some of the provisions of the bill, however, we regard as deserving the most em-phatic condemnation.

"The proposition to grant the use, for

railroad purposes, of a strip of Potomac

Park five hundred feet wide, adjoining the

causeway across the park, we consider monstrous. Convinced that such a proposi

y, was as follows: Senate bill No. 1929, providing for the

resented the grandeur and gre the nation, then the narrowness vincial spirit would disappear.

"It would not be proper to enter in this

simple justice to the present owners of the property.

"The committee also recommends that the bill be amended by a clause providing for the taxation of the real and personal property of the railroad within the District and the public land (including streets and avenues) the use of which is granted to the railroad.

"Your committee on bridges will doubtless fully consider this bill so far as it provides for the removal of the present Long bridge and for the erection of new structures. oringes near the site of the present Long bridge. One bridge, which is to be for the exclusive use of the railroad company, is to be constructed at about the site of the present Long bridge. Another bridge, which is to be for the use of the general public-foot passengers, horsemen and ve-hicles of all sorts—is to be constructed at some distance above the railroad bridge. public-foct passengers, horsemen and vehicles of all sorts—is to be constructed at some distance above the railroad bridge.

"We assume that this distance would be comparatively insignificant.

"The majority of your committee do not approve of two bridges. The bridge for the general public would be so near the railroad bridge that it would not escape the disagreeable and dangerous incidents connected with the frequent use of the latter by railroad trains. The near proximity, too, would be unsightly. They would merease the obstruction to the channel of the river, thus facilitating the deposit of drift and dirt, and would offer a much greater obstruction to commerce in the shape of a double draw. There are dangers to be guarded against also in connection with the plan of a separate bridge for the railroad; its width would have to be carefully restricted by legislation; otherwise the company would convert it into a causeway containing the greatest number of tracks that would be permitted.

For a Single Bridge.

structures.

"There remains only the question of the equitable division of the expense involved in this work and of the compensation to be required for the large additional use granted of public parks and streets.

"The basis proposed in the bill is that the railroad company should bear all construction expenses included in its right of way and that the national government and the District of Columbia should bear the expense of the changes of grade and of the approaches outside of the right of way and should assume claims for damages due to the changes of grade, etc. to the changes of grade, etc.

#### Committee's Opinion.

conditions similar to those prevailing in probably be equitable, but the committee is decidedly of the opinion that the property and rights asked by the railroad company—conservatively estimated at \$2,000,-000—largely exceed in value the possible sum total of the cost of such changes and damages. The committee is, therefore, op-posed to any such proposition as that which would bind the District and general gov-ernments for the payment of costs and damages.

damages,
"Provision should be made in the meas-

"Provision should be made in the measure for trackage and bridge rights to be secured by other railroad companies under reasonable conditions.
"It should also be provided that switches may be run from authorized tracks upon application of any property owner subject to such regulations as may be prescribed by the District Commissioners; provided that there shall be no use of streets or parks nor obstruction to pedestrian and vehicular traffic.
"In closing our review of this measure

rainoad. There would seem to be no great technical difficulty in so constructing a single bridge as to provide for the double purpose. It is done in many places in this country. The old suspension bridge across the Niagara river, the present Eades bridge across the Mississippi at St. Louis; the great bridge between New York and Brooklyn—all these provide for cars as well as for foot passengers. It is true that the Brooklyn bridge provides only for cable cars, and that perhaps a suspension bridge of that magnitude could not accommodate steam traffic. As, however, the proposed bridge is not to be a suspension bridge, there would seem to be no great difficulty in accomplishing the desired end.

"Another matter to be carefully attended to is the cost of the proposed structures. The bill provides for the payment by the railroad company for its separate bridge. In view of the great concessions which are made by the government to the railroad company in this bill, it would seem only just that the expense of both bridges—but especially of the single bridge for both objects, if such should be determined on, should be borne entirely by the railroad commany. vehicular traffic.

"In closing our review of this measure we also recommend to the serious consideration of the railroad authorities, the Commissioners and of Congress, the desirability of requiring the railroad company to acquire by condemnation or otherwise the square of ground between 6th and 7th streets and Pennsylvania avenue and B street northwest, and to convert this land into a plaza, providing ample accommodation for access to the splendid new station which, we are informed, it is the purpose of the railroad company to erect station which, we are informed, it is the purpose of the railroad company to erect if favorable action is taken on this bill. Both 6th and 7th streets are now dangerously congested, and the proposed widening of B street will in no way improve this condition."

Garfield Park and Armory Square. The president stated he had a number of southeastern and southwestern sections of tion of Garfield Park and Armory Square. In respect to the former a protest was en-

tered, and as to the latter it was recommended that the entire space be given up to the use of the railroad.

Mr. C. B. Hunt of the engineer department of the District, who had blue prints of the proposed route of the railroad, displayed the same on the wall in the rear of the platform, then by invitation addressed the board, explaining, by means of the plans, the changes that the Pennsylvania railroad proposed to make. Beginning at the eastern end, he stated that it was proposed to extend the tunnel from 7th street east to 2d street east. He said about six acres of Garfield Park would be taken for railroad yards, and portions of the streets now occupied by tracks would be freed from those incumbrances. The tracks, he said, would be carried over New Jersey avenue, and above the streets the balance of the way to 6th street.

When asked what compensation would be paid for the land taken from Garfield Park, Mr. Hunt said there was no specific sum

the committees of Congress that additional appropriations beyond those recommended by the Commissioners shall be made for the improvement of the streets recommended by the committee on public improvements and for at least one new school building in the fifth division; also for the acquisition of a park for Georgetown, extending from Road street to the Zoo, including the Boyce tract, running along the west side of Rock creek to the Zeo; And be it further resolved. That there

tinues to the bridge. An objectionable fea-ture from an engineering standpoint, he added, is the high bridge at 9th street. This could not be helped, however, he added, and the bridge will not have an un-Rock creek at Q or between M and A streets which should not be obstructed by a railroad of any kind. From M to P streets there are no bridges across Rock creek. It is to be hoped that in the near future this open drain-for such it really is—will be covered over, and that every trace of the old separation between Georgetown and Washington will disappear."

The Memorial Bridge.

The Memorial Bridge.

The With Questions.

The Members Present.

A resolution, offered by Mr. A. M. Read, was adopted, approving the planting of an arboretum of trees growing in this climate in the mall, and authorizing the committee to co-operate with the Department of Agriculture to secure its establishment.

The Members Present.

Among those present were Frank Hume,

Mr. Hunt was plied with questions by the members of the board. In reply to one of those inquiries he said the elevation of the bridge at 9th street would be about twenty feet. He also said he did not see how the mouth of the tunnel could be extended as far west as the intersection of Virginia and Maryland avenues on account of the grade. The letters referred to as coming from citi-

ens of the southwestern and southeastern ections, in regard to the bill, were read by the secretary. One letter protested against the occupation of the parks of the city for railroad purposes, and especially of a por-tion of Garfield Park. This letter was signed by Leonard A. Merritt. Another etter to the same effect was read from delaide Salberg.

letter to the same effect was read from Adelaide Salberg.

A further communication, which was from Ben C. McQuade, called attention to the bad effect on property on the north side of Maryland avenue between 9th and 11th streets, in case the grade of the proposed depressed tracks at this point is very low, and suggesting that provision be made for the assessment of damages.

Attention was also drawn in another letter to the justice of requiring the railread company to acquire all of square 462, between 6th and 7th streets and B street and Maryland avenue.

President Edson stated that as this last communication raised a question that had not been considered by the committee on railroads, it would be well to refer it to the committee for consideration. This action was taken, it being explained that it would not interfere with action on the report.

A resolution was offered by Mr. R. B. Tenney protesting against the occupation of any of the parks of the city for railroad purposes, but it was pointed out that the report of the committee made the same declaration and reaffirmed the position of the board of unalterable opposition to such a policy. Mr. Tenney then said he would withdray his resolution.

Occupation of Water Street.

## Occupation of Water Street.

Mr. Samuel Ross spoke in favor of the occupation of Water street by railroad tracks, and offered an amendment to the report of the committee to that effect. He said he had always spoken in the board in behalf of increasing the business facilities behalf of increasing the business facilities of the city, and he thought this acquisition of the railroad along the river front would be a long step in that direction.

Mr. Frank Hume explained that the committee had not recommended this feature of the bill for the reason that heretofore the property owners on Water street had opposed a railroad on that street.

The section of the bill referring to the tracks on Water street was read, which showed that they were to be on the surface.

It was thought by Mr. Thomas W. Smith that as Water street was now a narrow thoroughfare, if the board made such a recommendation, the tracks ought at least to be elevated.

Mr. Ross replied that he would accept as an amendment to his resolution a provision that the tracks be elevated.

In the opinion of Mr. M. M. Parker, who made a vigorous speech, the railroad commade a vigorous speech, the railroad com-

made a vigorous speech, the railroad company would not think of elevating the tracks on Water street, and he did not believe h would be useful to the business men to have the tracks elevated. For his part, if the property owners along Water street wanted railroad tracks there, he was in favor of letting them have them. He went out to say that the railroad was the results of the control of the on to say that the railroad was "in possession" in this city, and the question wa not what it ought to do - but what it can be induced to do. It was the history of all such movements in other cities that

not meet favorable consideration at the hands of either the Commissioners or Congress, we shall not discuss it further.

"The committee opposes the proposed track on Water street from 7th street to 14th street. There is no public need that this track would subserve, while many most serious objections exist to its establishment.

"Your committee recommends that a parties making concessions. It would be a great advantage to this city, he though!, to get rid of grade crossings, and this advantage should be recognized and the citizens should be willing to make concessions. Mr. George E. Emmons sald the plan pro-posed was based on engineering reasons largely, and was the result of the skill of

posed was based on engineering reasons largely, and was the result of the skill of those competent to pass upon such questions. There were, of course, disadvantages, but were these, he asked, greater than the compensation? He believed it was not wise to protest against the use of Garfield Park if the railroad was expected to come to the center of the city. If the tracks are not on Virginia and Maryland avenues, then some other streets, narrower than either, must be used. He went on to say that property holders along these avenues today held their property at such figures as indicated that, in their opinion, these holdings had not been damaged by the proposed plan. He said the freight facilities of the railroad were at present limited, and there should be help afforded to increase them. He also said it should be remembered that the railroad throughout the southern portion of the city passes through only a small section of the municipality. He was ready to vote for the bill as it now stands.

Property of Others.

#### Property of Others.

Mr. M. I. Weller said he had listened to the remarks of the gentlemen who had out little interest in the portion of the city affected by this measure, and it was evi-dent there were some present who are dent there were some present who are willing to be generous with the property of others. He believed it was important that the entire city should be unanimous in this measure. He was willing to recognize the necessity of an engineering plan which required the use by the railroad company of a portion of Garfield Park. He was sorry to lose the park, but if Congress would begin the reclamation of the Eastern branch flats the people in that section would feel that they were compensated in giving up the park. He added that while the disadvantage of giving up the reservation was appreciated, yet the geople of that section recognized there would be compensations. He congratulated the committee on the dignified report made by it, and he hoped, when the report was approved by the board, it would receive the hearty support of all citizens.

The question, said Mr. A. M. Read, was now much the people of the District must pay for the abolition of grade crossings. Concessions must be made, and he thought the report of the committee showed how much they were unwilling to give and how much they were unwilling to give. If it was necessary to yield Garfield Park to the railroad, it would be in the nature of a "hold up," but not a free gift. With that understanding of the position of the people of the District in regard to the parks, the report of the committee should, in his opinion, be adopted.

Mr. S. W. Curriden spoke in favor of the report, and he was followed by Mr. Frank willing to be generous with the property

Mr. S. W. Curriden spoke in favor of the report, and he was followed by Mr. Frank Hume, who expressed the hope that the amendment favoring railroad tracks on Water street would not be adopted.

Mr. Hunt was asked by Mr. Thos. W. Smith if it was an engineering possibility to put steam railroad tracks on Water street, with the existing street railroad tracks, and Mr. Hunt said he did not think it was.

#### Without a Dissenting Vote.

voce vote, and the question recurred on the doption of the report, and when the vote was taken no dissenting voice was heard, and the report was declared to be unanimously adopted.

A resolution was adopted authorizing the the board to use their efforts to carry out the recommendations of the report.

An amendment to the by-laws was approved, authorizing the election as hono-rary members, by a two-thirds vote of the board of directors, of persons who have ren-dered distinguished service to the Dis-

charities and corrections, offered a resolu-tion, which was adopted, authorizing the committee to use its best efforts to pro-cure the meeting in this city in 1901 of the national conference of charities and corrections.

the national confected a resolution, which Mr. Janney offered a resolution, which was referred to the school committee, favoring the appointment of a truant officer to enforce the compulsory school attendance law.

ance law.

He offered another resolution, which was also adopted, instructing the committee to use its efforts to procure the passage of a law requiring convicts sentenced for more than one year to be confined in a penitentiary at hard labor.

Another resolution, presented by Mr. Janney, providing for the erection of a municipal hospitals, was postponed until the next meeting.

A resolution was offered by Mr. W. J. Newton, and adopted, recommending to the people of the District that they extend to the visiting delegates to the National Woman's Suffrage Association convention, which meets next month in this city, such generous entertalment as will do justice to the reputation of the residents for hospitality.

A resolution, offered by Mr. A. M. Read, was adopted, approving the planting of an arboretum of trees growing in this city and a property of the planting of an arboretum of trees growing in this city and the contractions of the repetition of the residents of the city of

R. Ross Perry, John Joy Edson, Isadore Saks, E. M. Willis, M. M. Parker, C. B. Hunt, W. H. Singleton, A. P. Fardon, A. D. Hazen, T. B. Jewell, W. S. Thompson, Owen Owen, Major Butts, Henry F. Blount, F. L. Moore, B. T. Janney, A. M. Read, W. H. Chandlee, R. A. Phillips, Kimon Nicolaides, Charles F. Nesbit, Frederic A. Fenning, Dr. D. Percy Hickling, Paul J. Pelz, Wm. H. Saunders, W. J. Newton, L. O. De Lashmutt, W. V. Cox, Archibald Greenlees, A. T. Stuart, Samuel Ross, H. L. Rust, S. Herbert Giesy, Anson S. Taylor, R. B. Tenney, Andrew B. Graham, James H. Taylor, Seymour W. Tulloch, W. J. Frizzell, H. B. Moulton, M. I. Weller, Charles King, John W. Babson, Thomas W. Smith, John C. Parker, B. H. Stinemetz, John Doyle Carmody, H. L. Biscoe, W. G. Henderson, Weston Flint, E. N. Gray, Dr. D. H. Hazen, S. W. Curriden, George E. Emmons, N. H. Shea, J. Fred Kelly, I. Gans. D. Hazen, T. B. Jewell, W. S. Thompson

## OPPOSED TO CANAL BILL.

London Daily Chronicle Regards It as LONDON, January 20.-The Daily Chron cle says, editorially, today:

"According to advices we have received from Washington a canvass of the Senate and House of Representatives has placed it beyond dispute that Congress will not only pass the Nicaragua canal bill, but will pass it in a form directly at variance

with the Clayton-Bulwer treaty.

"This is a statement of decidedly serious importance, and we hesitate to believe that the United States government will commit itself to a course which this country would have to record on uncleaning." nave to regard as unfriendly."

## Movement of Regular Troops

The adjutant general has been informed that the transport Kilpatrick left Nuevitas yesterday morning for Newport News with squadron of the 8th Cavalry, comprising 5 commissioned officers, 1 acting assistan surgeon and 82 enlisted men; Maj. William Stanton commanding. The wives of two
officers and eight private horses were also

aboard.

In accordance with orders from the War Department, troop M. 9th Cavalry (colored), has left Sponord. Texas, for Fort Grant, Ariz., their regular station. They were relieved from duty in Texas by a troop of the 10th Cavalry, just returned from duty in Cuba.

## Visitors From Honolulu.

William Owen Smith, health officer of Honolulu, and William N. Armstrong of the same city called on Major Sylvester yesterday afternoon. Health Officer Smith is making a tour of the principal cities of the naking a tour of the principal cities of the United States and inquiring into health

Inflammatory Rheumatism Cured in Morton L. Hill of Lebanon, Ind., says: "My wife had Inflammatory Rheumatism in every muscle and joint; her suffering was terrible and her body and face were swellen almost beyond recognition; had been in bed for six weeks and had eight physicians, but received no benefit until she tried the MYSTIC CURE FOR RHEUMATISM. It gave immediate relief, and she was able to walk about in three days. I am sure it saved her life."

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## Wood's Uncle Sam's Coffee,

The finest of the world's product. Only one sample to a family.

GROCERS will please honor these orders by giving the bearer one-quarter pound WOOD'S UNCLE SAM'S COFFEE FREE. These will be redeemed when endorsed with your name and address and mailed to

James Lynn Davis, 48 M St. N. W., Washington, D. C. Wholesale Agent for District of Columbia, Virginia and Maryland. Ware Room, 931 D St. N.W., Merchants' Parcel Delivery Co. 

His Remarks Directed Mainly to War

in Philippines.

The tenth annual banquet of the Ohio Society of Chicago took place last night in the banquet hall of the Auditorium. The guests of honor were Gov. George K. Nash of Ohio and former Secretary of State William R. Day, president of the peace commission. Former Secretary Day spoke on "The Presidents of Ohio." His speech, which was frequently interrupted by applause, was in part as follows:

"From the same regiment which gave another Ohio President to the Union, and a justice to the Supreme Court of the United States, and many men of distinction to pub-lic life, there came another Ohioan, whose

justice to the Supreme Court of the United States, and many men of distinction to public life, there came another Ohioan, whose first term of office is now drawing to a close. At the beginning of his presidential term he found confronting him the growing irritation of our relations with Spain, arising from the situation in Cuba.

"Seeking the betterment of the condition of these unfortunate people, the President bent every effort within his power to a peaceful solution of the situation. When war did come, as the constitutional head of the army and navy, he so directed its movements that it should be short and decisive.

"Without seeking it, a new responsibility had been imposed upon the American people, and the same nation which had met and overcome greater difficulties had placed upon it this new responsibility. If Spanish rule must end, then it was deemed the best solution of the problem that America take the title herself, and this was done in the spirit which showed the American people to be great enough in the hour of their triumph to show consideration for a weak and conquered foe. Had a rupture occurred between the commissioners of the two countries, the United States would have been driven to the dire necessity of a conquest of arms, and the certain embarrassment which would arise from so defective a title. It made a demand for the islands, but accompanied it, not with a naked claim of conquest, but by generous concessions, in the same spirit which actuated our conduct with defeated Mexico, when we paid her \$15,000 for the territory ceded to us.

"By the cession of the treaty we today have a title which must demand the respect of the nations of the earth, and which gives us the same right to control in those islands that we possess over any other territory belonging to the United States. That treaty was ratified by the Senate, and by Congress in the appropriation of the \$20,-00,000 which we paid to Spain; misguided by evil council, even before the treaty was ratified, an attempt was made by Aguinaldo on

clear. Force must be met with force. Peace and order must be restored in every foot of our new domain. To that duty the executive devoted the army and navy.

"Happily, that condition of warfare seems near its end, and the question is reduced to the future policy of the American people in dealing with this new part of its domain. Now is neither the time nor occasion for its discussion. I believe I don't pass the line which divides patriotism from partisanship when I say there can come to these people nothing but good as a result of American rule. To us is brought a duty which will never be fully discharged until American civilization and the biessings of good government have been given to those good government have been given to those distant islands."

#### THE LAKEWOOD SEASON. Fine Weather Makes Out-Door Sport Perfect.

Special Correspondence of The Evening Star. LAKEWOOD, N. J., January 19, 1900. Lakewood's advance engagement of perect weather seems to continue in force this week, and only the calendar furnishes a suggestion that we are passing through midwinter. The mildness and softness of the day is only equaled by the beauty of the moonlit night, and whether by day or evening the hours pass all too swiftly for those who are enjoying the peace and quiet of the

The attractions of golf, shooting, horseback riding and wheeling also continue to hold the favor of all, and both the links have good daily patronage in informal play,

have good daily patronage in informal play, sporting interest culminating in the prize events of Saturday.

The Saturday handicap at the Golf Club of Lakewood had an entry list of ten numbers, who played for the first time with red balls, necessitated by the thin blanket of snow which fell on Friday evening and which quickly disappeared. The putting greens were cleanly swept and snow rules were adopted for play through the fair greens. At the Country Club of Lakewood the

usual mixed fours were a card for the afternoon, the event having eight partici-The pigeon traps at the same club were

patronized by a quintet of wing shots, in-cluding Dwight M. Harris, James Converse, K. P. Thomas of Lakewood and Col. John McGee and S. W. Fraley of New York. Five-bird and ten-bird sweepstakes and miss-and-out competitions, with a variable entry fee of \$5 to \$10, were the attraction. The birds were swift and strong and weather delightful. weather delightful.

At the Lakewood shooting grounds on Monday clay pigeons were the targets in a

Monday clay pigeons were the targets in a competition.

In the all-around effort which is being made in Lakewood throughout the year to encourage the neat care of grounds within the village the Village Improvement Association has offered prizes for the best kept places in certain streets and avenues, and it has just been decided that these prizes will be awarded about the 1st of March. The good effect of the offer has already been noticed.

Mr. and Mrs. Charles F. Rideal and Miss

been noticed.

Mr. and Mrs. Charles F. Rideal and Miss Geva Rideal are among the present guests of Lakewood, stopping at the Greyhurst. A quarterly meeting of the Council of the Society of Colonial Wars in the state of New Jersey was held at the Laurel House on Saturday, a full roster of officers of the order being present. The visitors enjoyed a tally-ho drive about the place, and on the conclusion of their business session were given a luncheon in the private dining room, which was decorated with pink and white carnations and the emblems of the order.

white carnations and the emblems of the order.

The Laurel-in-the-Pines has excellent bookings for the month of February, which is the beginning of the spring crowded season. The music of the orchestra of this hotel yields unfailing satisfaction to its guests, and the daily concerts and informal dances of the evening are very much enjoyed, not only by house patrons, but by incoming cottagers.

The Sunday evening song service at the Laurel House was very enjoyable to a large number present, the work of the

Watch us grow! Cash only and the narrowest margin of profit. Without Parallel.

## The Greatest Furniture Sale on Record.

The week just drawing to a close has been absolutely without parallel in the annals of merchandising. Despite the horrible weather we have sold more goods than any Washington furniture house has sold within a similar time since the birth of the city. Such has been the resistless attraction of the values. This coming week will be even more wonderful still, for in our deadly earnestness to make a sweeping clearance we have made still further reductions on many of the goods. We beg of you to come as early as possible in the day, as our stores are too crowded in the alternoons to per-





# JACKSON BROS.

915-917-919-921 Seventh Street, through to 636 Mass. Ave. <del>.</del>

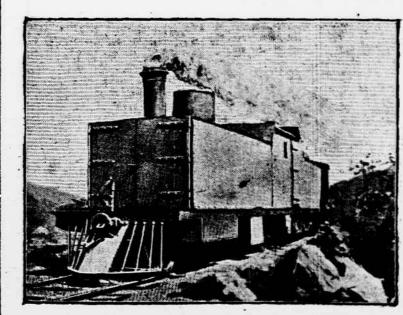
SCIENTIFIC MURDER.

Fearful Death-Dealing Machines in Use in South African War. Frem Collier's Weekly. There have been marked improvements in

and there have also been marked advances made in projectiles. The shrapnel wish in the English and Boers are using in South Africa is regarded as alead of any shrapnel which has been used in recent warfard for the shrapnel which has been used in recent warfard for the shrapnel was allowed a few years ago 2000 yards was in the year ago 2000 yards was allowed a few years ago 2000 yards was allowed a few years ago 2000 yards was allowed a few years ago 2000 yards was allowed years and at Omdurman the British shrapnel has been used effectively at ranges of 3,000 yards was allowed years and at Omdurman the British shrapnel has been used effectively at ranges of 3,000 yards was allowed years and at Omdurman the British shrapnel has been used effectively at ranges of 3,000 yards was allowed years and y and there have also been marked advances

and there have also been marked advances made in projectiles. The shrapnel which the English and Boers are using in South Africa is regarded as ahead of any shrap-

WAR LOCOMOTIVE ON THE MOVE IN CAPE COLONY.



This photograph shows how the British protect the engines of their fighting trains from stray bullets and shells. Every vulnerable part of the locomotive is casea in steel armor. Against a less resourceful foe than the Boers these armored trains